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From: advizr@aol.com
Sent: Friday, February 08, 2002 5:51 PM
To: govt@eaa.org
Subject: Comments to NPRM No. FAA-2001-11133, Certification of Pilots, Aircraft and Repairmen for the Operation of Light Sport Aircraft

Name: Daniel G Wombles
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Comments: Dear sirs,

I applaud you on the development of the sport pilot certification. However, I believe the gross weight requirement of 1231 lbs is too low. Since this new category will be attracting new/low time pilots, I believe 2-seat planes, such as a Cessna 140 or Cessna 150, should be allowed. While heavier in gross weight, these planes are much more docile than many homebuilts with a gross weight of 1200 lbs. (Example, a Kitfox Speedster has a gross weight of 1200 lbs, but is much more nimble and responsive than a 2 seat Cessna, yet has low stall speeds). I think the important issues are the low stall speed and the handling characteristics that are conducive to new/low-time pilots, not the gross weight of the plane. I would rather see a new sport pilot flying a docile 2 seat Cessna than a nimble Kitfox, Avid, etc. These planes may be too sensitive for a new pilot. Skystar, mfg of the Kitfox, considers their aircraft a high performance aircraft because of the quickness with which the plane achieves flying speed on takeoff (due to low stall speeds). In summary, I think a new sport pilot should have a certain amount of time in a docile 2 seater before transitioning to a responsive/nimble 2 seater.